8.0 Airport Facility Requirements

8.0 AIRPORT FACILITY REQUIREMENTS

The purpose of this section is to determine the ultimate facilities required to meet the estimated future aviation demand at Avi Suquilla Airport.

8.1 CRITERIA FOR PLANNING

From a planning standpoint, airports and associated runways are classified as either utility or transport based on the operating characteristics of the aircraft that use the facility on a day-to-day basis. The weight, wingspan, and performance characteristics of these aircraft under site specific conditions ultimately determine the airport's geometry in terms of runway/taxiway widths, lengths and separation. The types of approach aids, lighting, and navigational equipment required at an airport are determined primarily by the level of annual activity, weather, terrain characteristics and the role of the airport in the national system of airports. Finally, apron size, parking requirements, and other airport service requirements, both airside and landside, are determined based on the activity forecasts established in a previous section. The following is a listing of standard planning manuals used to determine the facility requirements at Avi Suquilla Airport:

- FAA Advisory Circular 150/5300-4B,
- FAA Advisory Circular 150/5300-12,
- Federal Aviation Regulation - Part 77 - Objects Affecting Navigable Airspace,
- FAA Order 7031.2B, Airway Planning Standard Number One - Terminal Air Navigation Facilities and Air Traffic Control Services, and
- United States Standard for Terminal Instrument Procedures (TERPS) - Third Edition.

8.2 EXISTING AND FUTURE ROLE OF THE AIRPORT

At present, Avi Suquilla Airport is classified as a general aviation utility airport which is capable of accommodating:

- Design Group II Aircraft (wingspan up to, but not including, 79 feet),
- Approach Category B Aircraft (approach speeds less than 121 knots), and
- Class A and B Aircraft (single- and twin-engine aircraft weighing 12,500 pounds or less)

Based on the projected socioeconomic characteristics of Lapaz County, it is anticipated that the Parker area economic base will continue to be oriented toward the agricultural and service industries and that the Parker community will continue to host an increasing number of recreation seekers who wish to take advantage of the areas facilities. Likewise it is projected that the aircraft fleet mix for Avi Suquilla Airport will not change significantly over the 20-year planning period and, as such, the projected role of the Airport will remain essentially the same. The following paragraphs examine each of the major components of the Airport system as they relate to projected increases in activity.

8.3 NAVIGATIONAL AID REQUIREMENTS

8.3.1 Electronic Approach Aids

Electronic navigational approach aids for Avi Suquilla Airport currently consists of the Parker Vortac (20.7 nautical miles west of the Airport) which serves as the initial approach fix (IAF) for the VOR DME-A circling approach (Figure 8-1) to the Airport. The requirement for an upgraded approach system on Runway 01/19 was evaluated based on the following criteria:

- Projected role of the Airport,
- Operational forecast and fleet mix,
- Historical climatology and ceiling/visibility factors,
- United States Standard for Terminal Instrument Procedures (TERPS),
- FAA Order 7031-2B, Airway Planning Standard Number One--Terminal Air Navigation Facilities and Air Traffic Control Services,

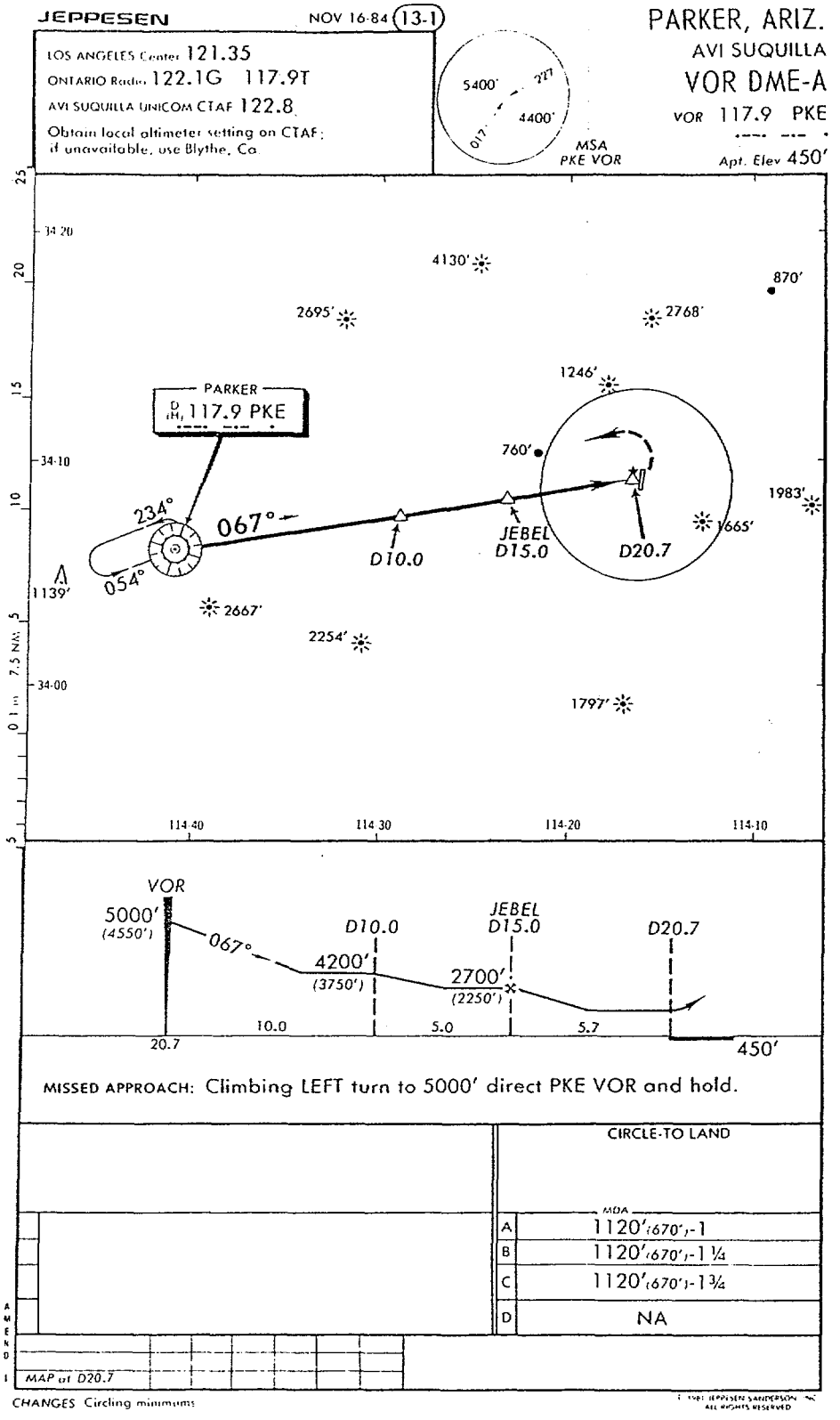

Figure 8-1
VOR DME-A APPROACH
AVI SUQUILLA AIRPORT

SOURCE: JEPPESEN, 1984

AVI SUQUILLA AIRPORT
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- FAA Order 6750-16A, Siting Criteria for Instrument Landing Systems, and
- Terrain characteristics within 20 nautical miles of Avi Suquilla Airport.

As determined previously, annual operations are projected to increase by approximately 70 percent over the next 20 years and the climatic characteristics of the area indicate that the field is IFR an average of 0.4 percent annually. In examining the terrain within a 20-mile radius of the Airport, numerous mountain ranges and peaks were found to exist inside the 10-mile arc. Peaks associated with the Whipple mountain range measure 4,130 feet, 12 nautical miles northeast of the Airport, and 2,768 feet 7.2 nautical miles north of the Airport. Other peaks located 9.5 nautical miles south-southeast and 3.2 nautical miles southeast measure 1,797 feet and 1,665 feet respectively.

While sufficient land is available on the Airport to meet approach aid siting requirements, terrain characteristics in the immediate area would most likely dilute any minimum descent advantage to be gained from a straight-in approach. Consequently, it was determined that the existing VOR DME-A approach to Avi Suquilla is sufficient to meet the needs of the airport for the 20-year planning period.

8.4 AIRSIDE REQUIREMENTS

Airside requirements include the runways and taxiways, their orientation and layout, and their length, width, and strength. Factors considered include aircraft mix, forecast operations, wind and weather, and runway capacity.

8.4.1 Fleet Mix

Table 8-1 portrays the existing and forecast fleet mix for Avi Suquilla Airport. As shown, single-engine aircraft will dominate operations in 1990 with a 84.7-percent share of the activity. By the year 2005, it is

Table 8-1. Airport Operational Fleet Mix--Avi Suquilla Airport

Year	Fixed Wing				Rotorcraft	Total
	Piston		Turbine			
	Percent Single-Engine	Percent Multi-Engine	Percent Turbo Prop	Percent Turbo Jet	Percent Piston/ Turbine	
1990	84.7	15.1	0.1	0.0	0.1	100.0
1995	85.1	14.6	0.1	0.1	0.1	100.0
2005	85.5	14.2	0.1	0.1	0.1	100.0

Sources: FAA Aviation Forecasts, FY 1984-1995.
RS&H, 1985.

anticipated that single-engine aircraft will continue to dominate the Avi Suquilla Airport fleet composition. Multi-engine aircraft are projected to represent 15.1 percent of the fleet by 1990; however, this percentage will decrease to 14.6 percent in 1995 and 14.2 percent in 2005. Rotorcraft operations are anticipated to be 0.1 percent consistently throughout the planning period. It is projected that turboprop and turbojet aircraft will comprise 0.1 percent (less than 500 operations annually) of the fleet by 1990, 1995, and 2005.

8.4.2 Runway and Taxiway Requirements

Runway length, width, and strength are contingent upon many factors. Normally, runway and taxiway requirements are based upon the critical aircraft expected to use an airport on a regular basis (500 or more operations annually), which require the longest runway, have the greatest wingspan, and which require the greatest strength runway. For purposes of this study, an aircraft equivalent to a Beech Super King Air B200 has been identified as the critical aircraft for the planning period. This aircraft has a 54.5-foot wingspan with a maximum takeoff weight of 12,500 pounds. Based on the analyses completed thus far, the future role of Avi Suquilla Airport will be to accommodate Class A and B (less than 0.1-percent Class C) aircraft in approach categories A and B for aircraft in Design Group II. A description of these parameters follows:

Aircraft Classification	Description
Class A	Small single-engine aircraft weighing 12,500 pounds* or less
Class B	Small twin-engine aircraft weighing 12,500 pounds or less.
Class C	Large aircraft weighing more than 12,500 pounds but less than 300,000 pounds.
Class D	Heavy aircraft weighing more than 300,000 pounds.

*Maximum certified takeoff weight.

Aircraft Approach Category--An aircraft approach category is a grouping of aircraft based on an approach speed of 1.3 V_{so} (V_{so} is the aircraft stall speed at the maximum certified landing weight).

Approach Category	Approach Speed
A	Speed less than 91 knots,
B	Speed 91 knots or more but less than 121 knots,
C	Speed 121 knots or more but less than 141 knots,
D	Speed 141 knots or more but less than 166 knots, and
E	Speed 166 knots or more.

Airplane Design Groups (Physical Characteristics)--In designing the airport elements to accommodate an airplane within an Aircraft Approach Category, consideration of the physical characteristics of the airplane is required. An airplane's wingspan is the principal physical characteristic affecting airport design. Since the magnitude of other airplane physical characteristics correlates with the wingspan, the FAA has developed an airplane design group concept which groups airplanes by wingspan and relates airport design standards to these airplane design groups.

Design Group	Wingspan
I	Up to but not including 49 feet (15 m).
II	49 feet (15 m) up to but not including 79 feet (24 m).
III	79 feet (24 m) up to but not including 118 feet (36 m).
IV	118 feet (36 m) up to but not including 171 feet (52 m).

V	171 feet (52 m) up to but not including 197 feet (60 m).
VI	197 feet (60 m) up to, but not including 267 feet (80 m).

Runway Requirements--Runway 01/19 at Avi Suquilla is presently classified as a Utility/Visual runway which measures 4,800 feet in length, 75 feet in width, and has weight-bearing capacity of 20,000 pounds, single-wheel loading. From an operational standpoint, the runway's dimensions and weight-bearing capability are consistent with the projected fleet mix and critical aircraft, and could handle heavier aircraft up to 20,000 pounds, single-wheel loading, given no operational restriction due to the runways length. Since the projected role of this runway is not expected to change from its present role during the planning period, runway lengthening and widening will not be required. However, the runway surface exhibits some minor cracking along the edges and the remaining surface is in need of a seal coat to preclude any further deterioration.

Taxiways--Taxiways should have a strength equivalent to the runways they service and be compatible with the weight, class, and wingspan of aircraft which are projected to use the taxiway. The Runway 01/19 parallel taxiway meets this criteria and no additional pavement is necessary; however, a seal coat for the taxiway surface is recommended.

Airport Geometry--FAA Advisory Circular 150/5300-4B sets forth, among other things, the standard separation distances for runways, taxiways, and building restriction lines at utility airports similar to Avi Suquilla. According to the advisory circular, the minimum runway centerline to building restriction line separation distance should measure no less than 250 feet for utility airports serving Design Group I and II aircraft (i.e., Avi Suquilla). However, at Avi Suquilla Airport, this distance presently measures 500 feet which is characteristic of "transport" (i.e., larger) airports serving Design Groups I and II with no instrument operations. It is believed that this wider

separation evolved from projections in previous master plan updates which concluded that the operational role of the Airport would change from utility to transport or incorporate a nonprecision approach sometime during the next two decades. Although, after thorough research and analysis, the results of this study did not uncover any growth characteristics which would cause a change in the Airport's role, it is recommended that the existing runway centerline/BRL separation distance of 500 feet be maintained to ensure an adequate safety margin should forecasts and fleet mix projections prove to be understated or should commuter airline operations begin at the Airport.

Airfield Lighting--Currently, Avi Suquilla Airport is equipped with MIRLs, MITLs, and VASI-2 systems on each runway end. It is not anticipated that this system will require replacement by a higher intensity lighting system during the 20-year planning period. However, the installation of runway end identifier lights (REILs) is recommended due to the terrain characteristics of the area and lighting characteristics of the City of Parker which is located adjacent to the Airport. The installation of the REILs would assist pilots in planning their approach to the runway during night operations and during periods of reduced visibility.

8.5 LANDSIDE REQUIREMENTS

General aviation facility requirements were established after analysis of all Airport data, and through the study of planning guides which relate facility requirements to forecasted activity.

8.5.1 Commercial Aviation Areas

This classification includes the FBO/Customer facilities, fuel sales, transient and local tiedown areas. As a commercial function, all services provided by the FBO should occur on their leased premises, including employee and customer parking. Experience indicates that the minimum land area required per FBO facility (including hangar, storage

space, apron, automobile parking access, etc.) is at least 4 to 5 acres.

8.5.2 Non-Commercial Aviation Areas

This classification consists of storage areas and is divided into two categories: (1) single storage units (T-hangars) which usually accommodate small aircraft; and (2) conventional hangars which accommodate larger aircraft or corporate fleet aircraft. These same facilities are also used for itinerant or visiting aircraft. Facility requirements for based aircraft can be computed by making a determination of the number of tiedown locations, T-hangars, and conventional-type hangars required.

Storage Hangar Facilities--The forecast estimates approximately 56 based aircraft by the year 2005. Considering existing hangar capacity, approximately 15 percent of the currently based aircraft occupy hangar space. For future planning purposes, the relative percentage of hangared aircraft to total based aircraft has been held constant at 30 percent to ensure an adequate demand will exist to fill the hangars provided. The facility requirements program indicates a minimum requirement for three additional, 5-unit T-hangars (or the equivalent); no corporate hangars; and one additional conventional or maintenance hangar by 2005.

Maintenance of aircraft is normally conducted in large conventional hangars due to the work area required around the aircraft and space needed for parts storage. Currently, there is one large maintenance hangar (100' x 140') of metal-shed construction which serves as the maintenance area and also provides office space for CRIT-Air, the sole FBO on the field. At present, the maintenance facility is operating at about 60-percent capacity and it is estimated that an addition maintenance facility (and possibly an additional FBO) will be required sometime during the final 10 years of the planning period.

Ramp Space and Tiedowns--Given the recreational atmosphere of the Parker area, there are a number of peak periods during the year in which the level of activity far exceeds the average or even the normal peaks. These peak periods generally occur on weekends coinciding with holidays (e.g. Labor Day), or other special events (e.g. boat races). In recent years, peak periods of demand for aircraft parking have averaged approximately 135 percent over normal based and itinerant aircraft parking requirements. Because of the wide range of transient activity with peak periods occurring a relatively small percentage of the time, it may not prove economically feasible to provide paved parking and tiedown for 100-percent coverage of all anticipated peak periods; however, improved parking facilities may also increase the demand for transient parking that has not materialized in recent years due to the poor pavement conditions that presently exist. From experience, provision for 80 percent of the anticipated peak demand could be considered cost effective given the magnitude of the peaks and the frequency with which they occur and, by providing improved parking facilities, Airport management would be justified in adjusting fees and overnight rates upward to more closely reflect the cost of improvements.

The remaining estimated 20 percent of peak transient activity could then be accommodated on a semi-improved surface (stabilized, oil treated) until the next major paving project. Table 8-2 delineates anticipated total parking demand for each forecast year. These estimates are computed by establishing a trend line representing 80 percent of the historical values for transient aircraft parking demand which are then added to projected based aircraft parking demand (excluding those based aircraft that are hangared, or approximately 30 percent of based aircraft in any given year).

At present, approximately 39,400 square yards are available for based and transient aircraft parking (Figure 8-2), which is sufficient to accommodate a range of from 75 to 110 aircraft depending on the parking configuration, traffic flow patterns, and the size of the aircraft

Table 8-2. Projected Paved/Unpaved Aircraft Parking Positions--Avi Suquilla Airport

Year	Based Aircraft (Hangared)	Based Aircraft (Unhangared)	Transient Aircraft	Total Paved Parking	Total Unpaved Parking	Total Aircraft & Parking (RAMP)
1990	11	30	72	102	18	113
1995	14	31	80	111	20	125
2005	20	34	96	130	24	150

Source: RS&H, 1985.

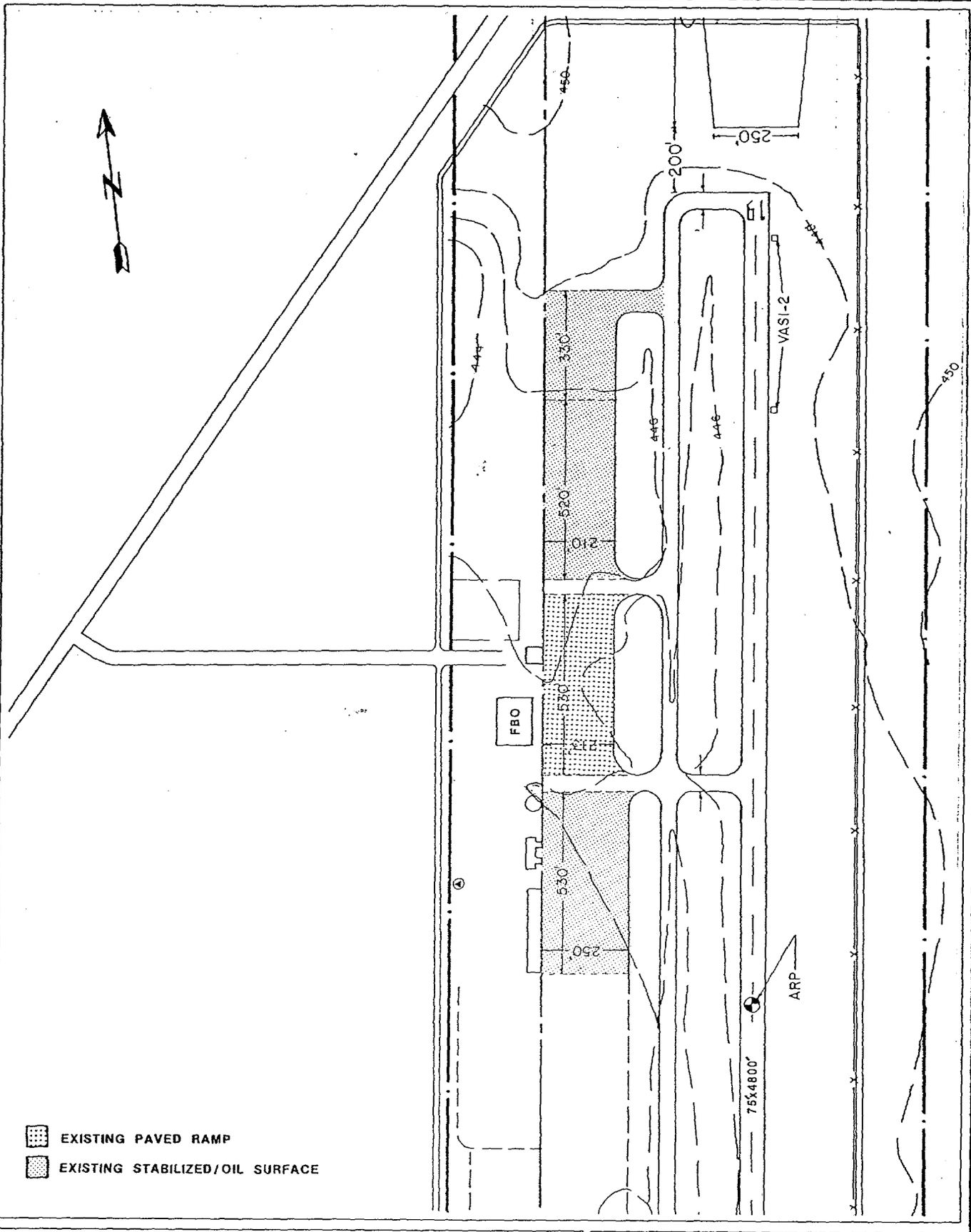

Figure 8-2
EXISTING AIRCRAFT PARKING RAMP - AVI SUQUILLA AIRPORT

SOURCE: RS&H, 1985

AVI SUQUILLA AIRPORT
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accommodated. Of the total area presently available for aircraft parking, only 32 percent (12,500 square yards in front of the maintenance hangar and FBO facility) is paved and much of this area is unusable for transient parking due to the maneuvering space required by aircraft maintenance and the area presently being used for air taxi and medivac operations.

As shown in Table 8-3, total aircraft parking area requirements were determined based on the FAA's suggested criteria of 300 square yards per based aircraft, and 360 square yards per transient aircraft (AC 150/5300-4B). Utilizing the based-to-transient aircraft ratio during peak demands, it was estimated that approximately 44,000 square yards of paved surface, and an additional 6,800 square yards of semi-improved (stabilized/oil treated) surface, will be required to accommodate projected based aircraft demand and 80 percent of peak transient aircraft parking demand in the year 2005. Consequently, the paving of existing oil-treated parking surfaces should adequately accommodate the Airport's total aircraft parking demand well into the 1990's.

At the present time, no indication of possible commuter activity into Avi Suquilla Airport could be established. The following planning considerations are provided however, should a commuter airline show an interest in operating through Avi Suquilla in the future. Although commuter aircraft are similar in size to the general aviation aircraft expected to use the apron, 500 square yards per commuter aircraft on the ground should be planned. The additional space will accommodate the ground crew and equipment, baggage, passengers, and aircraft servicing.

Terminal Building and Auto Parking--Presently, there are two buildings on the Airport which are capable of serving as the general aviation terminal facility. The first area is an attachment to the maintenance hangar which measures 30 feet by 100 feet. This area, which is presently used as the terminal facility, contains approximately 800 square feet of lounge and waiting area, and all of the necessary

Table 8-3. Total Aircraft Parking Area Requirements--Avi Suquilla Airport

Year	Unhangared Based/Transient Aircraft	Area per Aircraft* (weighted average sy)	Paved Parking Area Requirements (sy)
1990	102	338	34,500
1995	111	338	37,500
2005	130	338	44,000

*Based on a ratio of 64-percent transient and 36-percent based aircraft.

Source: RS&H, 1985.

facilities such as an operations desk, restrooms, and office space. There also exists a second building which is located on the flightline just north of the FBO/maintenance hangar. This building measures 30 feet by 55 feet and contains approximately 700 square feet for circulation and waiting areas, restrooms, office space and a storage area which could also serve as an eating area with vending machines and other ammenities. The Arizona Department of Transportation has recommended in previous State Airport System Plans that a pilot/passenger waiting area of 700 square feet is adequate for most general aviation applications. Since each of these buildings meet this criteria both collectively and individually, no expansion of terminal facilities is foreseen during the 20-year planning period. Projected terminal space requirements for each forecast year are shown in the facility requirements summary table at the end of this section.

Automobile parking facilities at the Airport presently consist of a fenced-in long-term parking lot which measures approximately 200 feet by 120 feet, and curb parking on the north side of the maintenance/FBO building. The long-term lot, which stores the automobiles, campers, boats, and other recreational vehicles of patrons who visit the Parker area frequently, has a capacity for 80 to 90 automobiles depending on the mix of vehicles. It is estimated that this lot varies from 70 to 80 percent of capacity from season to season and the growth rate is most likely commensurate with a percentage of the number of vacation dwellings being purchased annually along with the projected rise in transient traffic at the Airport. Given the socioeconomic characteristics of the Parker area, it is estimated that an additional 30 spaces of long-term vehicle storage will be needed between the years 1990 and 1995, and an additional 50 spaces between the years 1995 and 2005.

The Airport's present capacity for short-term parking is estimated at approximately 15 spaces which is considered adequate for existing conditions; however, it is projected that at least 15 more spaces will be required at the existing maintenance/FBO hangar by the year 2005, and an

additional 15 spaces at a new FBO facility should a second business begin operation at the Airport. An additional 20 parking spaces are also planned for the T-hangar area south of the maintenance hangar.

Airport Management/Maintenance Requirements--Airport management and maintenance requirements at Avi Suquilla will increase throughout the planning period, commensurate with the growth of the Airport. The sponsor should make plans now to support the increase in Airport management and maintenance requirements to ensure that the best interests of both the Airport and Airport patrons are being adequately addressed.

Access--Analysis of the access roads leading to and from the Airport indicates the roads to be in fairly good condition with adequate capacity for projected levels of demand.

FBO--Lease Plot Requirements--FBO lease plots should be of sufficient size that all operations are contained within the leased premises (i.e., aircraft apron, building and hangar structures, customer and employee parking, general aviation passenger terminal buildings, and storage of materials). The determination of FBO lease plot size is based on standardized planning criteria for the general configuration of FBO lease areas.

As stated earlier, there exists the possibility that economic conditions and the actual level of activity experienced at the Airport in future years would make it feasible (and competitively desirable) for another FBO to operate at Avi Suquilla. Should this be the case, siting requirements for an additional FBO lease plot were developed based on standardized planning criteria for the general configuration of FBO lease areas. Typically, the proposed FBO area should measure approximately 500 feet deep by 400 feet wide, plus or minus 50 feet on either dimension. This subdivision will allow adequate space to accommodate 50 based (and transient) aircraft, maintenance hangar, automobile parking,

apron areas and a buffer or landscape zone between the lease plots and any road or other land use in the adjacent area.

General Aviation Support Services--General aviation fuel demand/capacity relationships were determined based on FBO fuel sales data, an analysis of forecasted operations and fleet mix data, fuel delivery practices, and average consumption rates as stated in the General Aviation Statistical Databook (General Aviation Manufacturers Association, 1985). Table 8-4 shows projected fuel consumption by fuel type for each forecast year. Table 8-5 depicts storage tank requirements based on 10,000-gallon tanks and an average delivery period of 3 weeks. It should also be noted, as the ramp area expands to meet aircraft parking requirements, the FBO may wish to consider investing in one or two tank trucks to facilitate fueling operations. It is anticipated that this action would provide better service to Airport patrons as well as mitigate any safety hazard resulting from an overcrowded centralized fueling area.

Airport Control Tower--Current and forecast activity at the Airport will not justify an FAA Airport Traffic Control Tower in accordance with the criteria established by Airway Planning Standard Number One.

8.6 DEVELOPMENT ALTERNATIVES

The results of analyses performed in this section indicate that:

1. The existing runway configuration is adequate from the standpoint of wind coverages, capacity, length and width for the planning period. Therefore, no widening or extension of the runway is anticipated.
2. No additional purchases of land or easements are anticipated.
3. The taxiway and runway exit systems facilitate maximum capacity and use of the runway.
4. The Airport's runway, taxiway, and approach lighting systems are consistent with the Airport's projected operational role.

Table 8-4. Fuel Consumption and Estimated Sales--Avi Suquilla Airport

Year	Fuel Type	Monthly Average (gallons)	Annual Average (gallons)
1990	AVGAS	9,600	115,000
	JET	1,300	16,000
1995	AVGAS	12,800	154,100
	JET	12,900	155,000
2005	AVGAS	17,000	205,200
	JET	22,800	273,300

Source: General Aviation Manufacturers Association, 1985.
RS&H, 1985.

Table 8-5. Fuel Capacity and Storage Requirements--Avi Suquilla Airport

Item	Number of 10,000-Gallon Tanks or Equivalent			
	Existing	Projected		
	1985	1990	1995	2005
AVGAS	2	2	3	3
JET	1	1	1	2

*Based on a 3-week delivery schedule.

Source: RS&H, 1985.

In general, the existing facilities at the Airport are adequate for projected levels of activity, and the projects identified in this section as being "necessary" deal primarily with improvements to existing facilities which will increase the safety and operational utility of the Airport. Therefore, the development alternatives are limited to "no project" (no action taken to implement improvements), and project implementation, to which the sponsor has chosen the latter.

8.7 SUMMARY

This section has identified the general facility requirements necessary to meet the 20-year unconstrained aviation demand. Prior to the actual physical layout of these facilities, specific refinement must be accomplished to enable the Airport to develop in a coherent and logical manner.

The facility requirements are based upon the forecast of aviation activity, and space/area requirements are approximate. The relative size of these facilities will permit the planning of the Airport and the establishment of general spatial relationships. Specific space/area plans must be developed after detailed study and negotiation with the users of the facilities.

A summary of the Airport's existing and future design criteria as well as the projected facility requirements are shown in Tables 8-6 and 8-7 respectively.

Table 8-6. Existing and Future Design Criteria--Avi Suquilla Airport

Item	Existing	Future
Airport Data		
Airport Elevation	449.2 ft	Same
Airport Reference Point (ARP)	LAT N34°09'05" LNG W114°16'15"	Same
Mean Maximum Temperature	108.6	Same
Functional Role (NPIAS)	General Aviation	
Aircraft Design Group	II	Same
Approach Category	B	Same
Aircraft Class	B	Same
FAA Part 77 Designation	Utility-Visual	Same
Runway Data		
Physical Length	4800 ft	Same
Displaced Threshold	None	Same
Runway Width	75 ft	Same
Effective Gradient	Rwy 01--0.069% Rwy 19--0.069%	Same
Pavement Strength	20,000 lbs (SW)	Same
Runway Lighting	MIRL	Same
Runway Marking	VISUAL	Same
Runway Bearing (Azimuth)	N26°14'30" TRUE	Same
Surface Composition	Asphalt/Concrete	Same
Wind Coverage	96.3%	Same
Approach Aids Rwy 01:	VASI/VOR DME-A Circling Appr.	REILS
Rwy 19:	VASI/VOR DME-A Circling Appr.	REILS
Operational Role	General Utility	Same
Critical Aircraft	Beech King Air 200	Same
Geometry and Minimum Separation Distance		
Primary Surface:		
Length	5,200 ft	5,200 ft
Width	250 ft	250 ft
Obstacle Free Zone:		
Length	5,200 ft	5,200 ft
Width	250 ft	250 ft
Runway Safety Area:		
Length	5,400 ft	5,400 ft
Width	150 ft	150 ft

Table 8-6. Existing and Future Design Criteria--Avi Suquilla Airport
(Continued, Page 2 of 2)

Item	Existing	Future
Runway Centerline to:		
Parallel Taxiway	240 ft	240 ft
Building Restriction Line	500 ft*	500 ft*
Taxiway Centerline to:		
Parked Aircraft	64 ft	64 ft

* Minimum requirement is 250 ft in accordance with FAA AC 150/5300-4B; however, it is recommended that the 500-ft separation be maintained for purposes of possible future commuter activity or an unforseen change in the role or operational utility of the airport.

Sources: FAA AC 150/5300-4B, 1983.
RS&H, 1985.

Table 8-7. Summary of Facility Requirements by Planning Year—Avi Suquilla Airport

Facilities	Existing	Projected Requirement 1990	1995	2005	Recommended Action
AIRSIDE:					
Runway 01/19					
Length and Width	4,800' x 75'	—	—	—	**Patch and**
Strength	20,000 LB/SW	—	—	—	**Seal Coat**
Taxiway					
Length and Width	4,800' x 50'	—	—	—	**Patch and**
Strength	20,000 LB/SW	—	—	—	**Seal Coat**
NAVAIDS					
Runway 01	VASI,MIRL	REILS	—	—	**Install REILS**
Runway 19	VASI,MIRL	REILS	—	—	**(Environmental Assessment)**
Approach	VOR-DME A	—	—	—	None
Approach Slope					
Runway 01	20:1	—	—	—	**Keep Approaches**
Runway 19	20:1	—	—	—	**Clear**
LANDSIDE:					
Apron	39,400	34,500	37,500	44,000	**Resurface and Expand**
Tiedowns	75	102	111	130	**Expand**
Buildings					
T-Hangars (5 unit)	1	2	3	4	**Expand**
Conventional Hangars	1	1	1	2	None
Corporate Hangars	0	0	0	0	None
GA Terminal (SF)	3,000	3,000	3,000	3,000	None
Automobile Parking					
Long-Term Spaces	90	115	125	150	**Expand**
Long-Term SY	2,650	4,580	4,980	5,975	
Short-Term Spaces	15	20	25	30	**Expand**
Short-Term SY	615	665	900	970	

Source: RS&H, 1985.